

ELEVENTH ANNUAL REPORT
OF THE
COMMISSIONERS OF THE TRANS-
CONTINENTAL RAILWAY

BEING FOR THE
FISCAL YEAR ENDED MARCH 31

1915

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA
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EXCELLENT MAJESTY.

1915

ELEVENTH ANNUAL REPORT

OF THE

COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, September 27, 1915.

To Minister of Railways and Canals,
Ottawa.

SIR,—I have the honour to transmit through you, to His Royal Highness the Governor General in Council, the annual report of the Commissioners of the Transcontinental Railway, for the fiscal year ending March 31, 1915, setting forth the receipts and expenditures in connection with the Eastern Division of the National Transcontinental railway, and such other matters in relation to the said railway as appears to be of public interest.

Information as to the progress of the work will be found in the report of the chief engineer, and in the reports of the mechanical and bridge engineers and the accountant, hereto annexed.

The total expenditure, during the fiscal year, was \$9,834,746.75, making the total expenditure, from the organization of this commission in 1904, to March 31, 1915, \$152,802,745.77.

The total miles of track laid to March 31, 1915, has been as follows:—

	Miles.
Main line.. . . .	1,803.445
Double track, and line from bridge to Quebec.. . . .	19.610
Sidings, yards, pit spurs, etc..	529.531
Total track.. . . .	2,352.586

Steel bridges were practically 100 per cent completed on March 31, 1915.

During the fiscal year, contracts, after having been duly advertised and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer complying with the requirements of the commission, as follows:—

ST. MALO LINE AND "Y."

Cavicchi & Pagano, Halifax, N.S.—For construction of a "Y" connecting the main line of the National Transcontinental railway, at a point about 2.5 miles west of the Quebec Bridge, with the line known as the St. Malo line, and for the re-tieing, etc., of this line. Estimated cost, on schedule of prices, \$119,430.

ST. VITAL PIPE LINE.

Manitoba Engineering & Construction Co., Winnipeg, Man.—For construction of 12-inch cast-iron water main from pump house at St. Vital to reservoir, Transcona Division yard, a distance of approximately 31,100 feet, at price of \$2.75 per lineal foot (with schedule for additions and deductions).

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BUILDINGS.

Joseph Gosselin, Quebec, Que.—For erection of a station building, with platforms, shelter, etc., on site of Champlain market, in the city of Quebec, for the lump sum price of \$45,386 for the building, and at a schedule of prices for tracklaying, etc.

Frederick Corbett, Hearst, Ont.—For construction of one trainmen's house at \$8,573.62; two section houses at \$2,857.50 each; one freight shed at \$3,172.50; all at Hearst Division yard.

BRIDGES.

Dominion Bridge Company, Limited, Montreal, Que.—Superstructure for two steel railway bridges, viz., under-crossing of highway, St. Louis road; over-crossing St. Foye road; both on St. Malo line, Quebec.

Price: Steel 4 cents per pound for under-crossing, and 3.45 cents per pound for over-crossing. Timber, \$40 per M b.m.

His Majesty The King.—For construction, by the Intercolonial Railway, of double-track bridge over under-crossing of National Transcontinental railway, three-quarter ($\frac{3}{4}$) mile east of Chaudière curve, in place of single-track structure already built at said place—for actual cost less an allowance of 3 cents per pound for the present steel structure to be removed.

(Estimated cost, \$21,600.)

MACHINERY.

Williams & Wilson, Montreal, Que.—Delivery and installation of one Harris air lift pump; one Harris patent booster; one Canadian Ingersoll-Rand steam-driven compressor, air receiver, etc., at bridge, Quebec, for lump sum price of \$5,700.

The Goldie & McCulloch Co., Ltd., Galt, Ont.—Delivery, erection, and installation in the power-house of the "Leonard" shops, Quebec, three steam engines. Lump sum price of \$18,500.

Delivery, erection, and installation of five water-tube boilers and stokers in power-house of the "Leonard" shops, Quebec. Lump sum price of \$59,278.

The Canadian General Electric Co., Toronto, Ont.—Delivery, erection, and installation of electric generators, wiring system, and switchboard in the power-house of the "Leonard" shops, Quebec, for lump sum price of \$38,995.

Dominion Bridge Co., Ltd., Montreal, Que.—Delivery and erection of nine (9) travelling cranes for locomotive and car shops plant of the "Leonard" shops, Quebec. Total price, \$68,229.

TIES.

Macdonell & O'Brien, Montreal, Que.—Supply and delivery of 32,100 ties as follows: At "Cressman," 17,600 first-class; 4,500 second-class; at "Darey," 8,000 first-class, 2,000 second-class. Price, first-class, 55 cents each; second-class, 50 cents each.

L. N. Huart, Levis, Que.—Supply and delivery of 24,000 first-class cedar ties at yard of "Leonard" shops, Quebec. Price, 60 cents each.

The Harris Tie & Timber Co., Ottawa, Ont.—Supply and delivery of 114,000 cedar and jackpine ties, at "Leonard" shops, Quebec, and Cochrane, Ont., as follows: 65,000 first-class cedar at Quebec, at 64 cents each; 24,000 second-class cedar at Quebec, at 59 cents each; 25,000 jackpine at Cochrane at 45 cents each.

QUEBEC TERMINALS.

You were informed, in the last annual report of the commissioners, as follows:—

“An agreement was entered into under date of December 22, 1913, to which the parties respectively are: (1) His Majesty The King, represented by the Minister of Railways and Canals and the Commissioners of the Transcontinental Railway; (2) The Canadian Pacific Railway Company and the North Shore Railway Company; and (3) the city of Quebec. It provides for the erection and equipment by the Government, in the city of Quebec and the adjoining municipality, of railway workshops, and the erection by the Government and the said railway companies, together, of a union passenger station and freight houses and terminal facilities on the companies' property in Quebec. In consideration of these works the city grants certain concessions duly set forth in the agreement.

“An agreement was also entered into, under date 18th day of March, 1914, to which the parties, respectively, are: (1) Canadian Pacific Railway Company; and (2) His Majesty, represented by the Minister of Railways and Canals, and the Commissioners of the Transcontinental railway, by which provision is made, for the purposes of the Eastern Division of the National Transcontinental railway, and of all railways operated and controlled by the Government of Canada, while so operated and controlled, for the joint use by the parties to the agreement of a track connection between the said Eastern Division and the Canadian Pacific railway, and of the company's passenger and freight stations and terminal facilities in the city of Quebec, for the purposes of a union terminal and property.”

Owing to unforeseen conditions regarding railway freight and passenger traffic being less for some years to come than was anticipated when these agreements were entered into with the Canadian Pacific Railway, these agreements have been re-drawn with a view of reducing the amount of real property to be acquired by this commission, and also with a view of including, in the joint agreement, property that had already been acquired by this commission, instead of acquiring additional property for the necessary additional facilities.

In connection with this agreement, two large freight sheds have been constructed, the joint passenger station is under construction, and the tracks in the freight and passenger yards have been rearranged.

It is expected that this work will all be completed next year, when Quebec will have an up-to-date passenger and freight station that will, under the joint supervision of both roads, be a source of convenience to the public, and effect a large saving in cost of operation for both the Government road and the Canadian Pacific Railway.

The whole respectfully submitted.

F. COCHRANE,
Commissioner.

6 GEORGE V, A. 1916

CHIEF ENGINEER'S REPORT OF PROGRESS FROM MARCH 31, 1914, TO MARCH 31, 1915.

OTTAWA, ONT., September 27, 1915.

The Commissioners of the Transcontinental Railway,
Ottawa, Ontario.

SIRS,—I beg to submit the following report on progress of work from March 31, 1914, to March 31, 1915:—

District "A."—This district, as previously reported, was turned over to the Inter-colonial Railway for operation on November 21, 1912.

District "B."—All work on this district was completed in November, 1914, with the exception of the Leonard shops and the Champlain Market station, in Quebec; the "Y" connection at Cap Rouge, and a few minor matters.

Owing to the present depression, as regards railway traffic, a considerable curtailment of the original programme for the Leonard shops has been effected, as it was considered advisable to keep the cost of construction and equipment to the minimum, particularly in the purchase of machinery that would not be required under present operating conditions, but all buildings, for which contract was let, will be completed by October 31 this year.

The contract for the construction of the Champlain Market Station building was let to Joseph Gosselin on June 19, 1914. Owing to foundation difficulties, at the beginning, the work was somewhat delayed, but it is expected that everything will be completed by the end of October.

A contract for a "Y" connecting the main line at Cap Rouge with the line known as the St. Malo line, and the re-tieing, etc., of this line, was let to Cavicchi & Pagano on August 31, 1914. Good progress has been made on this work, and it is expected that everything will be completed by October 31.

The mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804.524 miles (including 1.10 mile as the length of the Quebec Bridge contract.)

Total track has been laid as follows:—

	Miles.
Main line.. . . .	1,803.445
Double track and line from bridge to Quebec.. . . .	19.610
Sidings, yards, pit spurs, etc..	529.531
Total track laid as per final estimate returns.. . . .	2,352.586

I attach herewith reports from the mechanical and bridge engineers, which speak for themselves.

I also attach a list showing casualties which occurred during the year ending March 31, 1915.

The following photographs have been selected as being of interest, and are to accompany this report:—

Leonard shops, Quebec—

- (1) Locomotive, forge shop, power-house, and lumber shed.
- (2) Freight car shop.
- (3) Storehouse.

Car Ferry Leonard.

Your obedient servant,

GORDON GRANT,
Chief Engineer.

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CASUALTIES, MARCH 31, 1914, TO MARCH 31, 1915.

District "A."—None.

District "B."—October 11, 1914, collision of contractors' freight and work trains:—

Name.	Occupation.	Remarks.
W. Boisvert.....	Fireman.....	Killed instantly.
W. Boucher.....	Brakeman.....	" "
A. H. Johnston.....	Engineer.....	Died 4 hours after wreck.
O. Dion.....	Engineer.....	" 2 days "
J. E. Brilliant.....	Conductor.....	Severely injured.
L. Coughlin.....	Conductor.....	Slightly "
A. Bomville.....	Brakeman.....	" "
C. Rupert.....	Brakeman.....	" "
T. K. Kribbs.....	Mailman.....	" "

District "C-D."—None.

District "E."—April 17, 1914: Geo. Sunstrum, bridge foreman, killed while wrecking temporary trestle.

May 25, 1914: Philip Hordychuk, laborer, killed through careless handling of dynamite.

September 21, 1914: Unknown man committed suicide by throwing himself in front of moving ballast train.

District "F."—None.

MECHANICAL ENGINEER'S REPORT OF PROGRESS FROM MARCH 31, 1914, TO MARCH 31, 1915.

OTTAWA, September 27, 1915.

GORDON GRANT, Esq.,
Chief Engineer.

SIR,—I have the honour to submit the following report for the work done by the Mechanical Department of the National Transcontinental Railway for the period extending from March 31, 1914, to March 31, 1915.

TRANSCONA SHOPS.

The locomotive shop plant has been operated by the Grand Trunk Pacific Railway since January 13, 1913, while the car shop plant was finished in May, 1914, and immediately put into operation by the Grand Trunk Pacific.

Several minor items have since been completed and are now in service, viz., the sawdust and shavings exhaust system, machine and elevator guards, and an additional water tube boiler in the power-house.

DIVISIONAL POINTS.

The following terminals are practically fully equipped and completed, there being but a few minor details which are now being rapidly completed. All other buildings, viz., stations, freight sheds, storehouses, etc., and yard lighting, etc., are all finished and ready for operation.

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- No. 4, Armstrong, Ont.*—A twelve-stall engine house, without machine shop.
No. 5, Grant, Ont.—A twelve-stall engine house, with machine shop.
No. 6, Hearst, Ont.—A twelve-stall engine house, without machine shop.
No. 7, Cochrane, Ont.—An eighteen-stall engine house, with machine shop.
No. 8, O'Brien, Que.—A twelve-stall engine house, without machine shop.
No. 9, Doucet, Que.—A twelve-stall engine house, without machine shop.
No. 10, Parent, Que.—A twelve-stall engine house with machine shop.
No. 11, Fitzpatrick, Que.—A twelve-stall engine house, without machine shop.
No. 12, Bridge, Que.—An eighteen-stall engine house, without machine shop.
No. 13, Monk, Que.—A twelve-stall engine house, without machine shop.
No. 14, Edmundston, N.B.—A twelve-stall engine house, without machine shop.
No. 15, Napadogan, N.B.—A twelve-stall engine house, with machine shop.
No. 16, Moncton, N.B.—A twelve-stall engine house, with machine shop.

LEONARD SHOPS, ST. MALO, QUE.

Locomotive shop.—This building is about 90 per cent complete, the reinforced heating ducts have yet to be poured, a considerable amount of glazing both in the skylights and in the window sash remains to be done, a small portion of the roof has yet to be covered. The interior painting and whitewashing is well under way.

The ground floor cannot be proceeded with until the wiring conduit and cables, live steam, return and exhaust mains and branches, industrial tracks, and machine tool foundations are arranged for and installed.

Forge shop.—This shop is practically complete, a little skylight and sash glazing as well as some painting and whitewashing remaining to be done.

Storehouse.—This building is nearly completed, the interior trim, such as counters, shelving, etc., and painting and whitewashing have yet to be done.

Oil house.—In about the same state as the storehouse.

Power-house.—This building is under cover, but the walls have yet to be painted and whitewashed, while the boiler foundations and smoke tunnel have yet to be built in the boiler room, while in the engine room the engines, generators, air compressor, switchboard, pumps, etc., have all been contracted for, and considerable foundation work has to be done before the concrete floors can be put in.

Chimney.—This item is entirely complete, together with the concrete smoke tunnel connecting same to the power-house.

Reservoir.—Complete with the exception of some special piping details.

Forge Stores and Scrap Bins.—This structure is nominally complete, a little painting to be touched up.

Indirect Heating Apparatus.—This equipment has been installed and erected, and arrangements are now being made to have the heater coils tested under working pressure.

Direct Heating System.—The radiation has been installed in place, and same will be tested out along with the indirect system.

Sewer system.—This portion of the contract is complete.

Water piping.—This installation has been laid, and is about ready for final test.

Midway Crane Runway.—The necessary rails and fastenings have yet to be installed and accurately aligned before this can be called complete.

Office Building.—The hardwood floors have to be laid, scraped, and oiled, interior trim to be stained and varnished, and a few doors to be fitted and hung before this building is ready.

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Freight Carshop.—This shop is about 90 per cent complete. There yet remains the interior painting and whitewashing, several large doors to be glazed and hung, a small portion of the skylight and window sash to be glazed, while the floors cannot be put down until the electrical cables and conduits, furnaces, and machine tool foundations, also industrial tracks, have been arranged for and installed.

Planing Mill.—This building is about 90 per cent complete. Several large doors have to be glazed and painted, a small portion of the window sash and skylights have to be glazed. The interior whitewashing and painting is nearly all finished. The plumbing fixtures are roughed in. The floors cannot be put down until the industrial tracks, wiring conduits and cables, and machine tool foundations are arranged for and installed.

Dry Kiln.—The heating system and control apparatus have yet to be completely installed, and the whitewashing done before this building is finished.

Lumber Shed.—This building is now complete.

Crude Oil Storage.—The walls and floor have been completed, while the roof is well under way.

Pipe Tunnel.—The forms are all built and much of the concrete is poured.

Cranes.—Contracts have been awarded for the various travelling cranes and the necessary rails and fastenings for the runways have been ordered.

Power-house Equipment.—Contracts have been placed for the water tube boilers, feedwater heater, engines, generators, and switchboard, and all of the equipment is now being built.

Specifications and forms of tender are now being prepared covering the air compressor and necessary pumps.

Yours truly,

W. J. PRESS,

Mechanical Engineer.

ACTING BRIDGE ENGINEER'S REPORT OF PROGRESS FROM MARCH
31, 1914, TO MARCH 31, 1915.

OTTAWA, September 20, 1915.

GORDON GRANT, Esq.,
Chief Engineer.

SIR,—In reply to your letter of September 18, file No. 12,424, I hand you herewith in quadruplicate, the annual statement showing gross amounts paid on account of steel bridges to March 31, 1915. At that date all bridges were completed with the exception of a few in Districts "C" and "D," which required to be painted, and the two bridges on the St. Malo Cap Rouge branch.

Yours truly,

W. S. LAWSON,

Acting Bridge Engineer.

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915.

DISTRICT "A".

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber. Ft. b. m.	Rate per M ft. b. m.	Total esti- mated cost of super- structure. \$ cts.	Paid to March 31, 1915. \$ cts.	Per- centage of work com- pleted.
Over Xing Highway..... Canaan River Viaduct....	8 5 21 6	1-18' dk. pl. gr. 5-30', 5-60', 1 80' dk. pl. gr., and 5-30' towers.....	Dominion Bridge Co.	13,409	4 37 5	5,267	47 00	834 19	834 19	100
Over Xing Red Bank Rd. Salmon River (Chipman).	54 6 56 8	1-66' thro. pl. gr..... 4-40', 4-60', 2-80', dk. pl. gr., 4-40' towers, and 4-150' dk. truss.....	Canada Foundry Co.... Dominion Bridge Co..	848,133 110,097	4 50 4 37 5	73,250 10,935	47 00 47 00	41,608 73 5,330 68	41,608 73 5,330 68	100 100
Over Xing Salmon R. Rd Newcastle Stream.....	57 5 67 2	1-21' 4" dk. pl. gr..... 4-40', 6-60', dk. pl. gr. 4-40' towers and 1 rocker bent....	Canada Foundry Co.... W. P. McNeil.....	2,178,372 27,050	4 65 4 34	154,110 5,213	47 00 51 00	108,537 47 1,439 83	108,537 47 1,439 83	100 100
Cains River..... S. W. Miramichi..... N.Br. S.W. Miramichi..	82 0 124 5 132 9	1-80' dk. pl. gr..... 1-175' thro. truss..... 1-125' thro. truss.....	Structural Steel Co..... W. P. McNeil..... Dominion Bridge Co..	1,000,095 93,570 491,911	3 95 3 96 4 17	72,020 12,917 21,983	37 00 45 00 47 00	42,168 50 4,286 63 21,545 89	42,168 50 4,286 63 21,545 89	100 100 100
Juniper Brook..... Odell Brook..... Tobique River.....	134 0 150 0 164 9	1-44' thro. pl. gr..... 1-44' thro. pl. gr..... 3-140' dk. truss, 2-100' and 1-80' dk. pl. gr.....	W. P. McNeil..... " "..... Canada Foundry Co....	292,759 53,500 70,760	4 17 4 00 4 00	18,100 7,745 7,060	47 00 45 00 45 00	13,058 75 2,488 52 3,145 70	13,058 75 2,488 52 3,145 70	100 100 100
Over Xing Highway.... Graham Brook..... Caton Brook.....	165 3 180 4 181 6	1-22' 7" dk. pl. gr..... 3-60', 3-50' 5-40' dk. pl. gr. and 5-40' towers..... 11-60', 10-40' dk. pl. gr. and 10-40' towers.....	Dominion Bridge Co.. " "..... " ".....	1,471,866 16,344 998,840	4 38 4 94 4 34	91,504 5,588 70,130	46 00 52 00 52 00	68,676 91 1,097 97 46,996 42	68,676 91 1,097 97 46,996 42	100 100 100
Under Xing Foley Brook Road..... Little Salmon River.....	182 9 184 3 181 6	3-22' I Beam..... 25-100' 3", 24-58'-9" thro. pl. gr. and 24-58'-9" towers.....	" "..... " "..... " ".....	31,134 13,991,310	4 89 4 68	6,850 518,041	52 00 46 00	1,878 65 678,623 20	1,878 65 678,623 20	100 100
Under Xing Falls Brook Road..... Little River.....	190 0 191 6 197 2	1-99' Pony truss..... 11-40', 9-60', 2-80' and 1-100' dk. pl. gr. and 11-40' towers. 6-30', 1-59' 7", 5-60', 1-75', dk. pl. gr. and 6-30' towers.....	" "..... Structural Steel Co.... W. P. McNeil.....	72,886 2,529,396 1,055,359	4 94 3 95 4 34	10,476 167,284 96,700	52 00 37 00 40 00	4,144 33 106,250 65 51,702 33	4,144 33 106,250 65 51,710 53	100 100 100
Four Mile Brook..... Grand River..... Sigas River.....	207 2 209 6	2-88' thro. pl. gr..... 1-80' dk. pl. gr.....	" "..... " ".....	312,222 94,028	3 94 3 89	25,840 12,917	42 00 42 00	13,386 83 4,200 20	13,386 83 4,200 20	100 100

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STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued.

DISTRICT "A"—Continued.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber.	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Per-centage of work com-pleted.
					cts.	ft.b.m.	\$ cts.	\$ cts.	\$ cts.	
Quisibis River.....	213.5	1-99' thro. pl. gr.....	Dominion Bridge Co..	191,778	4.39	15,422	47.00	9,143.88	9,143.88	100
Green River.....	219.6	2-77' thro. pl. gr.....	W. P. McNeil....	246,239	4.07	22,343	42.00	10,960.33	10,968.28	100
Iroquois River.....	227.8	1-66' thro. pl. gr.....	Dominion Bridge Co..	98,949	4.39	11,256	47.00	4,872.89	4,872.89	100
Madawaska River.....	229.9	1-99' and 1-83' 6" thro. pl. gr.	" "	337,233	4.39	26,179	47.00	16,034.94	16,034.94	100
Over Xing Ferry Rd.....	230.3	1-33' thro. pl. gr.....	" "	33,473	1.625	6,610	47.00	1,858.80	1,858.80	100
Baker Brook.....	242.8	1-80' dk. pl. gr.....	W. P. McNeil	93,590	3.89	12,917	42.00	4,183.16	4,183.16	100
Under Xing Highway Baker Lake.....	251.8	1-40' thro. pl. gr.....	Dominion Bridge Co..	17,615	4.94	3,733	52.00	1,064.30	1,064.30	100

DISTRICT "B"—EAST.

Kitchen Brook.....	256.3	1-33' thro. pl. gr.....	Dominion Bridge Co..	33,924	4.15	4,452	52.00	1,639.35	1,639.35	100
Narrows Lac Long.....	265.1	1-66' thro. pl. gr.....	" "	98,733	3.97	8,020	52.00	4,336.74	4,336.74	100
Blue River.....	276.8	4-80' dk. pl. gr. and 1-150' dk. truss.....	" "	797,424	4.34	59,072	48.00	37,443.65	37,443.65	100
Nigger Brook.....	283.1	1-55' thro. pl. gr.....	" "	71,774	4.15	6,998	52.00	3,342.52	3,342.52	100
St. Francis River.....	285.8	2-55' and 1-99' thro. pl. gr.....	" "	414,232	4.29	24,628	52.00	19,051.21	19,051.21	100
Boucanne River.....	292.5	1-150' dk. truss, 4-60', 3-56', 2-40', 5-30' dk. pl. gr., 5-30' and 2-40' towers.....	" "	1,826,122	4.56	104,740	52.00	88,717.64	88,717.64	100
Rochue River.....	300.6	1-35' dk. pl. gr.....	" "	27,694	3.95	4,576	52.00	1,331.86	1,331.86	100
Main Fourchue River.....	305.4	1-30' dk. pl. gr.....	" "	22,549	3.95	4,376	52.00	1,118.24	1,118.24	100
Little Black River.....	312.6	1-55' thro. pl. gr.....	" "	72,172	4.15	7,094	52.00	3,364.03	3,364.03	100
Mame River.....	316.6	1-50' dk. pl. gr.....	" "	50,531	3.95	7,398	52.00	2,380.67	2,380.67	100
River du Loup.....	323.1	2-60' & 1-80' dk. pl. gr.....	W. P. McNeil.....	225,066	4.20	30,134	51.75	11,012.26	11,012.26	100
River Fau Chaudé.....	332.3	1-60' dk. pl. gr.....	" "	60,364	4.06	7,878	52.00	2,860.44	2,860.44	100
Outlet Lake Therrien.....	360.8	1-77' thro. pl. gr.....	" "	122,900	4.24	9,326	52.00	5,695.91	5,695.91	100
Bras d'Apic, E. Br.....	369.3	1-60' dk. pl. gr.....	" "	60,600	4.06	7,960	52.00	2,874.28	2,874.28	100
Bras d'Apic, W. Br.....	370.1	1-60' dk. pl. gr.....	" "	60,600	4.06	7,960	52.00	2,874.28	2,874.28	100
Mechant Pouce.....	375.1	1-60' dk. pl. gr.....	" "	60,620	4.06	8,184	52.00	2,886.74	2,886.74	100
Fortin's Creek.....	375.6	1-60' dk. pl. gr.....	" "	60,600	4.06	7,960	52.00	2,874.28	2,874.28	100
Bras St. Nicholas.....	380.1	1-33' thro. pl. gr.....	" "	34,594	4.26	4,550	52.00	1,710.30	1,710.30	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915 *Continued.*

DISTRICT "B"—EAST—*Concluded.*

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber. Ft. b.m.	Rate per M ft. b.m.	Total esti- mated cost of super- structure.	Paid to March 31, 1915.	Per- centage of work com- pleted.
					cts.	Ft. b.m.	\$ cts.	\$ cts.	\$ cts.	
Poudreche du Pin.....	395.7	2-70' dk. pl. gr. & 1-125' dk. truss.....	Dominion Bridge Co.	473,504	4.47	33,453	52 00	22,905 19	22,905 19	100
Abenakis River.....	414.3	1-100' & 2-60' dk. pl. gr. . . .	W. P. McNeil. . . .	277,000	4.27	31,983	48 00	13,363 08	13,363 08	100
Etchemin River.....	420.2	2-100' & 2-70' dk. pl. gr. . . .	Dominion Bridge Co.	451,944	4.72	48,672	55 00	24,008 72	24,008 72	100
Over Xing, Q. C. Ry.....	433.2	1-66' thro. pl. gr.	"	110,968	4.72	11,485	55 00	5,869 37	5,869 37	100
River le Bras.....	446.2	1-66' thro. pl. gr.	"	100,332	4.72	8,119	55 00	5,426 90	5,426 90	100
Creek Xing, M 13-2. . . .	446.9	1-40' dk. pl. gr.	"	45,720	0.53	5,382	53 00	1,778 49	1,778 49	100
Under Xing, I. R. C. . . .	457.5	1-88' thro. pl. gr.	"	31,771	4.70	13,465	55 00	8,198 56	8,198 56	100
Highway Viaduct, Mile 2.17.....	457.9	1-50' & 2-40' dk. pl. gr.	"	66,110	4.72	11,656	55 00	3,761 47	3,811 47	100

DISTRICT "B"—WEST.

Cap Rouge Highway.....	463.0	1-89'2" thro. truss swing.	Dominion Bridge Co.	31,531	.....	5,950	.....	2,200 00	2,200 00	100
Cap Rouge Viaduct.....	463.1	2-40' & 27-61' dk. pl. gr. 1 125'; 1-150'; 1-160' dk. truss; 30-40' Towers and 1 rocker bent.....	"	8,456,297	3.94	613,122	42 00	358,929 22	362,329 22	100
River aux Pommes.	479.1	1-50' dk. pl. gr.	"	46,373	4.04	9,378	47 00	2,314 24	2,314 24	100
Jacques Cartier River....	482.2	2-39' & 2-60' & 1-80' dk. pl. gr; 1-100' dk. truss; 2-30' towers and 1 rocker bent....	"	832,881	4.19	50,040	50 00	37,399 71	38,259 71	100
Portneuf River.....	489.0	2-60' and 1-100' dk. pl. gr.	"	265,430	4.09	31,420	47 00	12,332 83	12,332 83	100
Grand Bras d'Arme.	499.0	1-40' dk. pl. gr.	"	33,278	4.44	5,442	52 50	1,763 25	1,763 25	100
Lachevrotiere River.....	500.0	1-33' through pl. gr.	"	33,431	4.84	4,574	52 50	1,858 20	1,858 20	100
St. Anne River	503.6	2-70' and 1-100' dk. pl. gr. . . .	"	443,280	4.09	45,044	47 00	20,247 22	20,247 22	100
River Noire.....	505.6	2-50' dk. pl. gr. and 1-125' dk. truss.....	"	358,920	4.18	28,625	47 00	16,348 23	18,603 93	100
Nigerette River.....	506.1	1-30' dk. pl. gr.	"	20,731	4.44	4,040	52 50	1,132 56	1,132 56	100
Charest River.....	510.8	4-30'; 1-45'; 3-50'; 1-75' dk. pl. gr. and 4-30' towers....	"	641,728	3.95	57,342	50 00	34,109 33	34,109 33	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915.—Continued.

District "B"—West—Continued.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber	Rate per M. ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Percentage of work completed.
				cts.	Ft. b m.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Bastican River	525.4	2 40'; 3-60' dk. pl. gr.; 2-100' 1-200' dk. truss and 2-40' towers	Dominion Bridge Co..	1,396,453	4.23	101,362	50 00	64,135 06	64,135 06	100
Bastican R. W. Span.....	525.4	1-80' dk. pl. gr.	" "	96,231	4.83	12,412	55 50	5,330 62	5,330 62	100
Under Xing, Highway ..	530.9	3 skewed.	" "	33,277	4.72	7,200	47 00	1,909 07	1,909 07	100
Tawachiche River	543.1	1-44' through pl. gr.	" "	51,425	4.84	8,338	52 50	2,926 72	2,926 72	100
Roberge Creek	545.1	1-40' 0 to 0 D.T. through pl. gr.	" "	96,405	4.84	14,796	52 50	5,442 79	5,442 79	100
R. des Eaux Mortes.	555.1	1-125' dk. truss.	" "	364,336	5.12	18,100	52 50	19,604 25	19,604 25	100
River du Milieu.....	556.9	5-40'; 6-60'; 3-75'; 2 90' dk. pl. gr.; 1 225' dk. truss; 2-60' and 5-40' towers....	" "	3,409,062	4.93	163,570	52 50	176,654 17	176,654 17	100
1st Xing, Brochet R.	559.1	1-60' dk. pl. gr.	" "	58,995	4.44	10,161	52 50	3,152 99	3,152 99	100
2nd " "	561.6	1-55' through pl. gr.	" "	72,868	4.44	9,320	52 50	3,724 64	3,774 64	100
3rd " "	562.1	1-55' " " " "	" "	72,324	4.44	9,320	52 50	3,700 49	3,750 49	100
4th " "	568.6	1-33' thro. pl. gr.	" "	33,387	4.44	6,968	52 50	1,848 20	1,848 20	100
5th " "	569.7	1-36' 10" o to o thro. pl. gr. . .	" "	60,789	4.44	6,220	52 50	3,025 58	3,025 58	100
Creek a Beance	575.1	1-40' dk. pl. gr.	" "	32,533	4.44	7,696	52 50	1,848 51	1,848 51	100
Over Xing Q. & L St.										
John Ry.	578.4	1 76' o to o thro. pl. gr. . . .	" "	120,032	4.84	11,340	52 50	6,404 90	6,404 90	100
Little Bostonais R.	579.6	2 60' & 1-100' dk. pl. gr.	" "	310,486	4.84	35,230	52 50	16,877 10	16,877 10	100
Big " Riv.	584.8	1-90' dk. pl. gr.	" "	519,204	4.84	51,882	52 50	27,853 28	27,853 28	100
Groche River.....	587.8	1-90' skewed thro. pl. gr.	" "	674,266	4.84	41,027	52 50	34,788 39	34,788 39	100
1st Xing St. Maurice R..	588.7	6-140' thro. truss.	" "	1,951,535	4.98	116,080	52 50	103,280 64	103,280 64	100
River au Lait	589.0	1-77' thro. pl. gr.	" "	122,719	4.84	12,450	52 50	6,593 22	6,593 22	100
Vermillion River.	604.9	3-40', 2-60', 1-80' dk. pl. gr., 2-125', 2-225' dk. truss & 3-40' towers.	" "	2,744,995	4.22	139,922	48 00	122,555 05	122,555 05	100
Flanand River	626.1	1-175' thro. truss.	" "	517,573	4.43	24,124	51 00	24,158 80	24,158 80	100
Little Flanand River....	634.6	2 55' & 1-99' thro. pl. gr.	" "	341,009	4.27	26,685	51 00	15,922 02	15,922 02	100
2nd Xing, St Maurice R.	648.0	3-200' skewed thro. truss. . . .	" "	1,981,574	4.27	75,768	51 00	88,477 37	88,477 37	100
3rd " "	655.6	3-200' " " " "	" "	1,957,375	4.27	74,006	51 00	87,354 22	87,354 22	100
Mamuan River	657.4	3-180' " " " "	" "	1,637,351	4.27	66,890	51 00	73,326 28	73,326 28	100
1st Xing, Ribbon R.	658.0	2-150' thro. truss.	" "	776,470	4.30	37,196	51 00	35,285 20	35,285 20	100
Atikmahik Creek.	662.0	8-60', 7-30' dk. pl. gr. & 7-30' towers.	" "	985,457	4.22	91,875	51 00	42,566 91	42,566 91	100
		(less)		126,695	3.00					

STATEMENT showing approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued.

DISTRICT "B"—WEST—Continued.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Per-centage of work com-pleted.
					cts.	Ft. b.m.	\$ cts.	\$ cts.	\$ cts.	
Minachin Creek	679.6	1-44' thro. pl. gr.	Dominion Bridge Co.	52,419	4.39	5,978	54 00	2,624 00	2,624 00	100
2nd Xing, Ribbon R.	681.2	1-150' thro. truss.	"	389,724	4.50	18,898	50 00	18,482 48	18,482 48	100
Picqui Creek	685.2	1-60' dk. pl. gr.	"	62,525	4.14	8,101	53 00	3,017 89	3,017 89	100
Lake Travers	686.4	2-77' thro. pl. gr.	"	283,376	4.29	18,640	53 00	13,144 75	13,144 75	100
Upper Ribbon River	688.4	1-99' thro. pl. gr.	"	226,188	4.29	12,024	53 00	10,340 73	10,340 73	100
Boucher Creek	695.2	1-44' thro. pl. gr.	"	51,864	4.30	5,864	53 00	2,540 94	2,540 94	100
Gatineau R. Pl. Br.	706.9	2-70' dk. pl. gr.	"	154,533	4.34	18,402	54 00	7,700 44	7,700 44	100
Marten River	710.3	9-55'; 8-30', dk. pl. gr. and 8-30' towers	"	998,420	4.32	98,209	54 00	48,435 02	48,435 02	100
Little Pitch Pine Creek ..	718.1	1-70' and 2-35' dk. pl. gr.	"	129,397	4.17	18,450	53 00	6,373 70	6,373 70	100
East Cache Creek	736.3	1-80' and 2-40' dk. pl. gr.	"	157,775	4.18	21,076	53 00	7,712 03	7,712 03	100
Oscelaneo River	738.8	1-50' and 2-40' dk. pl. gr.	"	109,157	4.19	17,326	53 00	5,491 96	5,491 96	100
Haycock Creek	744.1	1-70' dk. pl. gr.	"	75,636	4.19	9,360	53 00	3,665 23	3,665 23	100

ST. MALO, CAP ROUGE (BRANCH).

Under Xing St. Louis Road		1-40' and 2 25' I Beam	Dominion Bridge Co.	41,000	4.00	14,500	40 00	2,220 00	1,000 11	50
Over Xing St. Foye Road ..		1-99' skew thro. pl. gr.	"	230,000	3.45	16,000	40 00	8,575 00	8,253 86	99

DISTRICT "C" (taken over by "B").

Susie River	764.2	1-90' dk. pl. gr.	Dominion Bridge Co.	126,851	4.30	12,802	53 00	6,133 10	6,133 10	100
Dead Fox Creek	772.5	1-55' thro. pl. gr.	Canadian Bridge Co.	76,909	5.49	7,228 less 7,228	55 00 48 00	4,203 69	4,095 40	98
Kekek River	775.9	1-77' thro. pl. gr.	Canada Foundry Co.	124,728	5.35	9,556	50 00	7,150 75	7,150 75	100
Mamaguish River	783.4	1-80'; 5-60'; 4-40' dk. pl. gr. 4-40' towers and 1 rocker bent	Canadian Bridge Co.	727,691	5.12	72,626	55 00	41,252 21	41,252 21	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued.

DISTRICT "C" (taken over by "B")—Concluded.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber.	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Percentage of work completed.
				cts.		Ft. b.m.	\$ cts.	\$ cts.	\$ cts.	
Durant Lake	790.8	1-30' dk. pl. gr.	Canada Foundry Co.	21,862	5.33	4,464	50 00	1,388 44	1,388 44	100
1st Xing, Atik River	795.0	1-80' dk. pl. gr.	"	93,510	5.24	10,812	50 00	5,440 53	5,440 53	100
2nd " "	800.3	1-80' and 2-50' dk. pl. gr.	"	189,495	5.14	23,584	50 00	10,919 24	10,919 24	100
3rd " "	803.5	1-80' and 2-60' dk. pl. gr.	"	213,782	5.14	26,112	50 00	12,293 99	12,293 99	100
4th " "	806.5	1-80' and 2-60' dk. pl. gr.	"	213,781	5.15	26,112	50 00	12,293 94	12,293 94	100
Canyon Creek.	811.3	1-80'; 5-60'; 4-40' dk. pl. gr. 4-40' towers and 1 rocker bent	"	844,188 less 57,807	5.12 3.00	72,416	55 00	45,471 10	45,471 10	100

DISTRICT "C" (taken over by "D").

1st. Xing, Megiskan River	820.0	2-125' dk. truss and 2-100' dk. pl. gr.	H.B.W. Co.	995,898	5.18	59,074	51 00	54,609 29	53,302 03	98
Sunday River.	829.9	1-125' thro. truss.	Dominion Bridge Co.	296,623	4.87	15,224	53 00	15,252 41	15,252 41	100
2nd Xing Megiskan River	835.3	2-60' dk. pl. gr. and 1-250' through truss.	H.B.W. Co.	1,081,350	5.18	47,226	51 00	58,422 46	56,826 98	98
Bell River.	843.3	2-60' dk. pl. gr. and 1-160' thro. truss.	Dominion Bridge Co.	537,880	5.57	35,318	54 00	31,867 09	31,867 09	100
Cedar Creek.	855.5	1-39' dk. pl. gr.	Can. Bridge Co.	32,505	5.00	5,244	55 00	1,913 67	1,913 67	100
Natagan River.	862.1	1-70' dk. pl. gr.	"	73,700	5.00	9,100	55 00	4,185 50	4,185 50	100
Peter Brown Creek.	878.5	1-100' and 2-40' dk. pl. gr.	"	212,735	4.68	24,032	54 00	11,253 73	11,253 73	100
Harricanaw River.	887.4	1-300" thro. truss and 2-70' dk. pl. gr.	"	1,431,004	4.93	51,728	54 00	73,503 81	73,503 81	100
Nawapitichin Forks.	904.4	1-60', 3-40' dk. pl. gr. and 3-40' towers.	"	458,983	4.96	48,033	54 00	25,359 34	25,359 34	100
Deer River.	913.5	1-66' thro. pl. gr.	"	97,577	4.96	8,165	54 00	5,280 73	5,280 73	100
Robertson Lake.	914.8	1-77' thro. pl. gr.	"	119,145	4.96	9,417	54 00	6,418 11	6,418 11	100
Kakameonan River.	922.1	1-90' and 2-50' dk. pl. gr.	"	216,508	4.64	25,575	54 00	11,427 02	11,427 02	100
Molesworth River.	930.7	1-150' thro. truss, 1-90' and 1-40' dk. pl. gr.	"	523,415	4.96	36,307	54 00	27,921 96	27,921 96	100
3rd. Xing South River.	940.2	1-59' o to o dk. pl. gr.	"	58,250	4.72	7,818	54 00	3,171 57	3,171 05	100
Whitefish River.	942.3	1-275' thro. truss.	"	1,115,776	4.93	33,623	54 00	56,823 40	56,825 40	100

STATEMENT showing Approximate Cost of Ste 1 Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued

DISTRICT "C" (taken over by "D")—Continued.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber ft. b.m.	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Per-centage of work com-pleted.
					cts.	Ft. b. m.	\$ cts.	\$ cts.	\$ cts.	
Okikodasik River....	956.1	1-200' thro. truss and 1-80' dk. pl. gr.	Can. Bridge Co.	806,020	4.88	45,107	54 00	41,769 56	41,769 56	100
Okikodasik River Approaches.....	956.1	2-65', 7-50', 6-40' dk. pl. gr., 6-40' towers and 1 rocker bent.....	" "	799,901	4.93	96,795	55 00	44,758 85	44,818 12	100

DISTRICT "D".

Departure Creek.....	971.5	2-80', 1-60', 3-50', 5-40' dk. pl. gr. and 5-40' towers ..	Can. Bridge Co.	620,150	4.93	76,649	55 00	34,789 10	33,907 55	100
Circle River.....	986.9	1-200' thro. truss.....	" "	616,284	4.35	24,081	50 00	28,012 40	28,012 40	100
Low Bush River ..	987.0	1-200' thro. truss.....	Can. Bridge Co.	617,888	4.35	24,081	50 00	28,082 18	28,082 18	100
Little Mistongo R.....	999.8	1-100' dk. pl. gr.	" "	148,411	4.93	14,304	55 00	8,103 38	8,111 97	100
Mistongo River	1,001.4	11-30', 11-60', 1-80' dk. pl. gr. and 11-30' towers.....	H. B. W. Co.	1,785,239	3.58	145,120	51 00	71,312 67	71,312 67	100
Sucker Creek.....	1,010.1	1-30' dk. pl. gr.....	" "	23,334	4.75	6,345	58 00	1,476 37	1,476 37	100
Abitibi River.....	1,019.6	4-30'; 2-57' 10", 3-60' dk. pl. gr., 2-210' dk. truss and 4-30' towers and 1 rocker bent	" "	2,270,526	3.86	114,100	50 50	93,404 35	93,404 35	100
Brule Creek M. 99.....	1,023.6	1-60' dk. pl. gr.....	" "	61,905	4.70	10,437	51 00	3,441 82	3,441 82	100
Frederichouse River....	1,033.9	3-40', 5-60' dk. pl. gr., 1-200' dk. truss and 3-40' towers ..	" "	1,341,480	4.60	88,251	51 00	66,055 88	66,055 88	100
Buskegow River ..	1,038.1	2-60' and 1-90' dk. pl. gr.	" "	255,110	4.60	30,550	51 00	13,293 11	13,293 11	100
Driftwood River.....	1,048.1	2-50' and 1-100 dk. pl. gr....	" "	255,173	4.60	29,432	51 00	13,238 99	13,238 99	100
Matagama River.....	1,059.2	2-260' thro. truss.....	Can. Bridge Co.	2,018,062	4.30	67,201	50 00	90,136 72	90,136 72	100
Poplar Rapids River.	1,066.2	2-50' and 1-70' dk. pl. gr.	H. B. W. Co.	183,005	4.55	24,414	53 00	9,620 67	9,620 67	100
Wellington Creek	1,073.8	1-70' dk. pl. gr.....	" "	80,213	4.55	11,523	53 00	4,260 67	4,260 67	100
Ground Hog River.....	1,078.1	2-250' thro. truss.....	Can. Bridge Co.	1,934,180	4.57	63,264	54 00	91,808 29	91,808 29	100
Brule Creek, M. 156.....	1,080.6	1-55' thro. pl. gr.....	H. B. W. Co.	74,055	4.75	9,333	58 00	4,058 92	4,058 92	100
Martin Creek.....	1,082.6	1-35' dk. pl. gr.....	" "	26,080	4.75	7,190	58 00	1,655 82	1,655 82	100
Bass River	1,093.2	1-55' thro. pl. gr.....	Can. Bridge Co.	75,300	4.96	7,301	54 00	4,129 13	4,129 13	100
Kapuskasung River, E. Br.	1,097.6	2-100' dk. pl. gr.....	" "	297,966	4.55	27,607	54 00	15,048 23	15,048 23	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued.

DISTRICT "D"—Concluded.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber.	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Per-centage of work com-pleted.
					cts.	Ft. b.m.	\$ cts.	\$ cts.	\$ cts.	
Kapuskasing River, W. Br.	1,097.6	3-100' dk. pl. gr.	Can. Bridge Co.	456,373	4.55	41,307	54 00	22,995 55	22,995 55	100
Lost River	1,106.1	1-100' dk. pl. gr.	"	147,966	4.61	14,051	54 00	7,579 98	7,579 98	110
Solomon Creek	1,111.6	1-30' dk. pl. gr.	"	20,732	4.82	4,327	54 00	1,232 94	1,232 94	100
Opazatika River	1,118.0	1-200' thro. truss.	"	619,328	4.93	24,983	54 00	31,881 95	31,881 95	100
Montcaln Creek	1,122.9	1-44' thro. pl. gr.	"	74,722	4.96	4,831	54 00	3,967 08	3,967 08	100
Crow Creek	1,128.6	1-44' thro. pl. gr.	"	53,690	4.96	5,825	54 00	2,977 57	2,977 57	100
Missinabi River	1,134.2	7-100' and 2-80' dk. pl. gr.	H. B. W. Co.	1,300,648	4.41	116,722	54 50	63,719 92	63,719 92	100
McIlwath Creek	1,153.6	1-50' dk. pl. gr.	Can. Bridge Co.	46,929	4.76	6,942	54 00	2,608 69	2,608 69	100
Nelles Creek	1,154.1	1-40' dk. pl. gr.	"	31,692	4.76	5,702	54 00	1,816 45	1,816 45	100
Mattawishquia River	1,155.4	2-40', 2-90' and 1-100' dk. pl. gr.	"	458,355	4.61	49,484	54 00	23,802 31	23,802 31	100
Valentine Creek	1,171.6	2-50' and 1-80' dk. pl. gr.	"	189,322	4.68	23,560	54 00	10,132 51	10,132 51	100

DISTRICT "E" (taken over by "D").

St. Joseph River	1174.6	1-44' thro. pl. gr.	Canadian Bridge Co.	53,780	4.50	5,996	52 00	2,731 89	2,731 89	100
Kébinagami River	1177.6	1 150'; 1-125' dk. truss. 5-60'; 2-30' dk. pl. gr. 2-30' towers and 1 rocker bent.	"	1,254,432	4.55	83,745	53 00	61,378 64	61,378 64	100
Creek. Mile 15.5	1188.1	1 33' thro. pl. gr.	H. B. W. Co.	33,720	4.55	4,984	53 00	1,798 41	1,798 41	100
Creek. Mile 17.21	1189.8	1-33' thro. pl. gr.	"	33,720	4.55	4,984	53 00	1,798 41	1,798 41	100
White River	1195.7	2-100' and 2-50' dk. pl. gr.	"	415,525	4.25	41,260	53 00	19,846 60	19,846 60	100
Skunk River	1196.3	2-100'; 3-60'; 5-40' dk. pl. gr. and 4 40' towers	"	1,053,335	4.55	78,370	53 00	52,080 35	52,080 35	100
Nagagami River	1197.4	2-100'; 1-60'; 3-50' dk. pl. gr. and 5-30' towers	"	983,511	4.55	75,470	53 00	48,749 66	48,749 66	100
Nagagami Branch	1205.2	2 60' dk. pl. gr. and 1-125' dk. truss.	Canadian Bridge Co.	425,536	4.50	30,906	52 00	20,756 23	20,756 23	100
Bad River	1214.8	1-125' thro. truss and 2-50' dk. pl. gr.	"	401,065	4.75	28,912	54 00	20,611 84	20,611 84	100
Martin Creek	1220.5	1 55' thro. pl. gr.	Canadian Bridge Co.	76,489	4.55	7,168	52 00	3,852 99	3,852 99	100
Clarke Creek	1227.1	1 40' dk. pl. gr.	H. B. W. Co.	31,855	4.40	5,840	54 00	1,716 98	1,716 98	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915--Continued.

DISTRICT "E".

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber.	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1915.	Per-centage of work com-pleted.
					cts.	Ft.b.m.	\$ cts.	\$ cts.	\$ cts.	
Pagwachuan River	1233.1	1-150' dk. truss; 2-100'; 1-80'; 1-60 and 1-40 dk. pl. gr.....	Canadian Bridge Co....	947,464	4.75	69,692	52 00	48,628 52	48,628 52	100
Midway Creek	1237.6	1-44' thro. pl. gr.....	"	53,715	4.50	5,750	52 00	2,716 18	2,716 18	100
Dog River.	1242.1	1-100' dk. pl. gr.....	H. B. W. Co.	159,260	4.35	14,600	54 00	7,716 21	7,716 21	100
Mahaffy Cr ek	1244.7	1-44' thro. pl. gr.....	Canadian Bridge Co....	53,740	4.50	5,750	52 00	2,717 30	2,717 30	100
Moose River.....	1248.5	1-90' dk. pl. gr.....	H. B. W. Co.	133,010	4.35	12,968	54 00	6,486 21	6,486 21	100
Flint River.....	1250.7	1-99' thro. pl. gr.....	"	194,020	4.50	12,290	54 00	9,394 56	9,394 56	100
Black Creek.....	1254.0	1-44' thro. pl. gr.....	Canadian Bridge Co....	53,755	4.50	5,976	52 00	2,729 73	2,729 73	100
Kenogami River.	1254.1	4-65'; 1-30' dk. pl. gr. 2 125' dk. truss and 1-30' tower.	"	945,057	4.55	69,764	52 00	46,627 74	46,627 74	100
Dعاire Creek	1267.3	1-33' thro. pl. gr.....	"	34,518	5.12	4,612	52 00	2,007 14	2,007 14	100
Rabbit Creek	1274.1	1-90' dk. pl. gr.....	"	120,575	4.75	13,036	52 00	6,405 18	6,405 18	100
Beaver Creek.....	1285.2	1-40' dk. pl. gr.....	"	32,409	4.89	5,706	52 00	1,881 51	1,881 50	100
Twin River.....	1294.3	1-100' dk. pl. gr.....	"	146,875	4.75	14,312	52 00	7,720 78	7,720 78	100
McDonald Crk. E. Br....	1297.4	1-60' thro. pl. gr.....	"	98,313	4.95	8,256	52 00	5,295 80	5,295 81	100
McDonald Crk. W. Br....	1298.8	1-40' dk. pl. gr.....	"	32,299	4.89	5,706	52 00	1,876 13	1,876 13	100
Kawashkagama River ..	1317.0	2-30' dk. pl. gr. & 1-160' thro. truss	"	468,825	5.18	28,066	52 00	25,744 57	25,744 57	100
Trout Creek.....	1318.0	1-44' thro. pl. gr.....	"	53,232	5.10	5,752	52 00	3,013 94	3,013 94	100
Johnson Creek.....	1323.0	1-77' thro. pl. gr.....	"	120,349	4.95	9,284	52 00	6,440 03	6,440 03	100
Emilie Creek	1345.1	1-44' thro. pl. gr.....	Canada Foundry Co....	53,676	4.60	5,824	54 00	2,783 59	2,783 59	100
Spruce Creek	1349.6	1-55' thro. pl. gr.....	"	71,570	4.60	7,186	54 00	3,680 26	3,680 27	100
Ombabika River.....	1356.3	1-66' thro. pl. gr.....	"	101,039	4.60	8,262	54 00	5,093 94	5,126 31	100
Jackfish River.	1379.8	1-100'; 6-60'; 5-40' dk. pl. gr.; 5-40' towers & 1 rocker bent	"	1,103,330	4.55	88,292	54 00	54,969 28	54,382 27	100
Mud River.....	1388.5	1-90'; 3-60"; 3-30' dk. pl. gr. & 3-30' towers	"	494,419	4.60	48,200	54 00	25,346 07	25,542 48	100
Rapid Creek.....	1397.2	1-55' thro. pl. gr.....	"	73,120	4.60	7,186	54 00	3,751 56	3,751 56	100
White Sand River.....	1404.1	1-99' thro. pl. gr.....	"	197,598	4.60	12,320	54 00	9,754 79	9,754 79	100

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued,

SESSIONAL PAPER No. 37

DISTRICT "F"

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber	Rate per M ft. b.m.	Total estimated cost of superstructure.	Paid to March 31, 1915.	Percentage of work completed.
					cts.	F. b. m.	\$ cts.	\$ cts.	\$ cts.	
Lookout River....	1447.8	1-99' thro. pl. gr.....	Canada Foundry Co....	184,000	4.80	13,100	54.00	9,539.40	9,952.70	100
Allan Water.....	1467.4	1-150' thro. truss.....	"	370,000	4.90	19,600	54.00	19,185.40	18,867.82	100
Sturgeon R. M. 94.....	1521.3	1-220' thro. truss.....	Canadian Bridge Co....	734,322	4.67	29,940	50.00	35,789.84	35,789.84	100
Sturgeon R. M. 119.5...	1546.9	3 D. T. skewed thro. truss ..	"	2,313,234	4.67	98,543	50.00	112,955.18	112,955.18	100
Sioux Lookout River.....	1553.8	1-88' thro. pl. gr. & 1-175' thro. truss.....	"	675,429	4.67	35,470	50.00	33,316.03	33,346.19	100
1st Xing, Edith Creek.....	1587.8	1-24' 4" o to o dk. pl. gr.....	Canada Foundry Co....	15,224	5.07	5,700	48.00	1,045.46	1,045.46	100
2nd Xing, Edith Creek..	1588.2	1-24' 4" o to o dk. pl. gr.....	"	15,224	5.07	5,700	48.00	1,045.46	1,045.46	100
Wabigoon River.....	1626.8	2-40' & 1-93' o to dk. pl. gr....	Canadian Bridge Co....	182,832	5.70	27,100	50.00	11,776.42	11,776.42	100
Creek Xing, M. 108....	1,662.8	1-20' 4" o to o thro. pl. gr.....	Canada Foundry Co....	20,016	4.90	4,720	48.00	1,207.34	1,207.34	100
Creek Xing, M. 118.25...	1,673.1	1-20' 4" o to o thro. pl. gr.....	"	20,016	4.90	4,720	48.00	1,207.34	1,207.34	100
Macfarlane River.....	1,684.3	1-100' dk. pl. gr.....	"	147,384	4.70	16,310	48.00	7,709.93	7,709.93	100
Winnipeg River.....	1,689.6	1-100' dk. pl. gr.....	Canada Bridge Co....	146,450	4.70	58,869	50.00	93,822.21	93,822.21	100
		1-300' thro. truss.....	"	1,196,103	6.90	"	"	"	"	"
Creek Xing, M. 158.75...	1,713.6	1-20' 4" o to o thro. pl. gr.....	Canada Foundry Co....	20,016	4.90	4,720	48.00	1,207.34	1,207.34	100
Over Xing, C.P.R.	1,736.0	2-50' dk. pl. gr. and 1-78' thro. pl. gr.....	Canadian Bridge Co....	228,390	5.70	26,636	50.00	14,350.03	14,350.03	100
Whitemouth River....	1,748.9	2-90' dk. pl. gr.....	"	231,474	5.70	27,812	50.00	14,584.62	14,584.62	100
Brokenhead River, East Branch.....	1,763.9	1-89' 10" o to o thro. pl. gr....	"	173,989	5.70	12,603	50.00	10,547.52	10,547.52	100
Brokenhead River, West Branch.....	1,770.5	1-59' 10" o to o thro. pl. gr....	"	98,502	5.70	9,250	50.00	6,077.11	6,077.11	100
Over Xing, Poulin Str....	1,802.4	1-55' D.T. dk. pl. gr.....	"	176,139	4.40	56' concrete at \$23 per lin. ft.....	50.00	9,038.11	9,038.11	100
		Waterproofing.....	C. M. R. Co.....	"	"	1539.625 sq. ft. at 8 cents.....	"	"	123.17	"
		Downspouts, &c.....	Jackson & Goldie.....	"	"	"	"	"	66.31	"
Over Xing, Russell St....	1,802.6	1-55' D.T. Dk. pl. gr.....	Canadian Bridge Co....	141,055	4.40	56' concrete at \$23 per lin. ft....	"	7,471.42	7,471.42	100
		Waterproofing.....	C. M. R. Co.....	"	"	1,539.625 sq. ft. at 8 cents....	"	"	123.17	"
		Downspouts, &c.....	Jackson & Goldie.....	"	"	"	"	"	73.66	"

STATEMENT showing Approximate Cost of Steel Bridges and Gross Amounts Paid on Contracts to March 31, 1915—Continued.

DISTRICT "F"—Concluded.

Name.	Through Mileage.	Number and Description of Spans.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber	Rate per M ft. b.m.	Total estimated cost of super-structure.	Paid to March 31, 1914.	Per-centage of work com-pleted.
Over Xing, C.P.R. and Bickerton Street.....	1,802.9	1-106' D.T. Pony truss, 4-31' 9"; 1-67' D.T. dk. pl. gr. and 2 31' 9" towers.....	Canadian Bridge Co....	918,462	4.60	Ft. b.m. 52,908 67.33' concrete at \$23 per l n. ft.; 1,866.625 sq. ft. at 8 cents	\$ cts. 52 00	\$ cts. 46,549 06	\$ cts. 46,549 06	100
Over Xing, Archibald Street.....	1,802.9	Waterproofing.....	C. M. R. Co.....						149 32 95 09	
		Downspouts, &c.....	Jackson & Goldie.....	246,506	4.40	82.5' concrete at \$23 per lin. ft...		12,743 76	12,743 76	100
		1-81' D.T. dk. pl. gr.	Canadian Bridge Co....			21,312	50.00	9,848 33	9,848 33	100
		2-50' D.T. dk. pl. gr.....	"	188,876	4.65	2,248.125 sq. ft. at 8 cents.....			179 85 107 17	
		Waterproofing.....	C. M. R. Co.....							
Seine River	1,803.2	Downspouts, &c.....	Jackson & Goldie.....							
		1-100' ; 4-50' and 2-30' dk. pl. gr. and 2-30' towers.....	Canadian Bridge Co....	819,178	4.45	75,894	52.00	41,219 09	41,219 09	100
Over Xing, Highway...	1803.2	1-71' 8" D.T. dk. pl. gr.....	C. B. & E. Co.....	161,173	4.50	15,912	40.00	8,317 22	8,317 22	100
Over Xing, C. N. R.....	1803.6	Viaduct.....	"	702,446	4.50	62,424	40.00	34,107 03	34,107 03	100
Over Xing, St. Joseph....	1804.0	1-71' D.T. dk. pl. gr.....	Canadian Bridge Co....	192,205	4.40	72.5 concrete at \$23 per l. ft. 1,927 sq. ft. at 8 cents.....		10,124 52	10,124 52	100
		Water proofing.....	C. M. R. Co.....						158 96 96 38	
Over Xing, Tache Ave..	1804.2	Downspouts, etc.....	Jackson & Goldie.....							
		1-71' 4" D.T. dk. pl. gr.	Dominion Bridge Co...	215,261	4.20	Concrete, \$1,087.50 1,987 sq. ft. at 8 cents.....		9,256 22	9,256 22	100
		Waterproofing.....	C. M. R. Co.....							
		Downspouts.....	Jackson & Goldie.....						158 96 84 77	
Over Xing C. N. R.....	1804.2	1-55' 4" D.T. thro. pl. gr.	Dominion Bridge Co...	6,272,005	4.70	177,088	35.00	301,013 38	301,013 38	100
Red River Bridge.	1804.5	4-150' D.T. thro. truss.....								
		1 lift span and viaduct.		99,401	11.00					
		Electrical equipment } \$23,383.06.....								
		Waterproofing crossings over Notre Dame Ave., Water St. and Mill St.	H. W. Sanderson.....			9,633 sq. ft. at 7 cents.....			674 31	

SESSIONAL PAPER No. 37

STATEMENT OF ACCOUNTANT.

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

CHEQUES ISSUED.

Year.	Contracts.	Accounts Payable.	Pay Rolls.
1914.	\$ cts.	\$ cts.	\$ cts.
April.....		6,584 80	9,668 78
May.....	227,874 72	376,375 38	46,880 72
June.....	399,853 36	166,999 33	46,838 24
July.....	724,273 33	215,110 40	49,081 51
August.....	688,756 00	368,744 56	47,287 32
September.....	682,181 16	267,117 85	41,800 96
October.....	640,856 34	165,489 42	39,692 93
November.....	339,073 63	429,633 11	35,058 63
December.....	259,191 50	249,757 69	25,943 10
1915.			
January.....	158,597 93	91,039 55	21,586 37
February.....	184,786 03	454,459 14	21,193 05
March.....	330,448 54	935,987 82	20,224 99
April.....	886,682 75	286,930 88	7,451 70
	5,522,575 29	4,014,229 93	412,708 30

SUMMARY.

Cheques issued for Contracts..	\$5,522,575 29
“ “ Accounts Payable..	4,014,229 93
“ “ Pay Rolls..	412,708 30
Gross Expenditure for fiscal year 1914-15..	\$9,949,513 52
Less amount deposited to credit of Receiver General..	117,206 27†
Total Cash Expenditure for fiscal year 1914-15..	\$9,832,307 25
Adjustments with the Department of Railways and Canals covering the following items, viz:—	
Debits—Year 1903-04..	\$ 6,249 40
“ 1904-05..	127 65
“ 1905-06..	10,006 45
	\$16,383 50
Credits—Year 1909-10..	\$ 350 30
“ 1913-14..	13,593 70
	13,944 00
	2,439 50‡
	\$9,834,746 75

† This amount is made up from receipts of account on sales of old material, rent of buildings, etc., etc.

‡ This is the difference between certain debits and credits which were taken direct into the books of the Department of Railways and Canals, and are now adjusted with the books of the Commissioners of the Transcontinental Railway.

E. L. PARENT,
Accountant.

6 GEORGE V, A. 1916

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

Headquarters..	\$	169,997	33
District "A"—Construction..		23,477	33
" "B"— " 		5,597,607	86
" "C"— " 		763,013	54
" "D"— " 		993,642	04
" "E"— " 		1,590,971	90
" "F"— " 		696,036	75
Total..		\$	9,834,746 75

E. L. PARENT,
Accountant.

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

HEADQUARTERS.

	Dr.	Cr.
Accounting Department.. .. .	\$ 11,223 34	
Purchasing Department.. .. .	12,222 81	
Commissioners' Department.. .. .	5,499 98	
Engineering Department.. .. .	62,829 77	
Interim Account.. .. .	13,000 00	
Supplies and stationery.. .. .	845 16	
Furniture and fixtures.. .. .		\$ 190 30
Freight and express.. .. .	304 35	
Telegraph and telephone.. .. .	1,996 16	
Rent and taxes.. .. .	9,245 80	
Insurance.. .. .	337 04	
Travelling expenses.. .. .	5,363 53	
Advance account.. .. .		2,000 00
Right of way and station grounds.. .. .	2,065 95	
General expenses.. .. .	17,890 37	
Legal expenses.. .. .	19,139 19	
Stock account.. .. .	9,351 60	
Per diem charges.. .. .	0 95	
Outstanding wages (\$16.35) and accounts payable (\$59.05).. .. .		75 40
Car "Empire".. .. .	640 09	
Car "Transcona".. .. .	306 94	
	\$ 172,263 03	\$ 2,265 70
Less credit.. .. .	2,265 70	
Total.. .. .	\$ 169,997 33	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

DISTRICT "A."

	Dr.	Cr.
General expenses.. \$	99 95	
Engineering.. . . . .	.....	\$ 3,139 22
Insurance..	460 27	
Ties.. . . . .	.....	3,302 35
Tracklaying and surfacing..	97 60	
Telegraph lines..	124 92	
Ballast and ballasting..	1,486 42	
Rails.. . . . .	.....	2,109 47
Track fastenings..	37 37	
Frogs and switches..	219 00	
Right of way and station grounds..	29,324 40	
Station buildings and fixtures..	605 33	
Shops, roundhouses and turntables..	1,972 40	
Shop machinery and tools..	8,582 35	
Bridges, trestles and culverts..	453 58	
Revenue during construction.. . . . .	.....	203 19
Contract reserve..	2,361 67	
	<hr/>	<hr/>
	\$ 45,825 26	\$ 8,754 23
Less credit..	8,754 23	
	<hr/>	
	\$ 37,071 03	
Less credit to cost of operation, District "A"	13,593 70	
	<hr/>	
Total.. \$	23,477 33	

E. L. PARENT,
Accountant.

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

DISTRICT "B."

	Dr.	Cr.
Supplies..	\$ 9,429 65	
Camp outfit..		\$ 72 58
General expenses..	29,264 23	
Freight and express..	3,039 87	
Engineering..	83,130 23	
Insurance..	2,774 31	
St. Malo line..	39,914 55	
Grading..	1,267,065 03	
Clearing..	12,060 68	
Grubbing..	2,656 61	
Overhaul..	68,865 48	
Ties..	39,787 65	
Tracklaying and surfacing..	38,693 22	
Fencing right of way..	27,473 70	
Crossings, cattle-guards and signs..	32,095 10	
Tunnels..	4,655 13	
Telegraph lines..	30,787 26	
Interlocking and signals..	3,170 00	
Ballast and ballasting..	96,474 08	
Water stations..	100,398 41	
Rails..	34,370 08	
Track fastenings..	4,743 04	
Frogs and switches..	9,185 09	
Right of way and station grounds..	34,137 08	
Station buildings and fixtures..	151,322 70	
Miscellaneous structures..	587 35	
Shops, roundhouses and turntables..	117,086 07	
Shop machinery and tools..	57,987 33	
Fuel stations..	93,355 47	
Yards and terminals..	216,493 84	
Joint terminals in Quebec..	176,227 91	
Floating equipment..	140,024 71	
Docks and wharves..	41,955 77	
Bridges, trestles and culverts..	351,967 43	
Revenue during construction..		6,088 81
Operation..	8,500 00	
Time cheques..	19 35	
Contract reserve..	327,049 43	
Quebec Bridge approaches..	832,845 81	
Furniture..		416 84
Leonard shops..	800,322 01	
Re-tieing and replacement..	307,113 48	
Car ferry <i>Leonard</i> expenses..	7,156 95	
	\$ 5,604,186 09	\$ 6,578 23
Less credit..	6,578 23	
Total..	\$ 5,597,607 86	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

DISTRICT "C."

	Dr.	Cr.
Supplies..	\$ 3,753 66	
Camp outfit.. . . . .	.....	\$ 69 50
General expenses..	4,476 70	
Freight and express..	1,394 72	
Engineering..	23,521 25	
Insurance..	194 27	
Grading..	235,211 55	
Clearing..	3,004 20	
Grubbing.. . . . .	.....	47 60
Overhaul..	10,340 35	
Ties.. . . . .	.....	6,244 88
Tracklaying and surfacing..	1,329 40	
Crossings, cattle-guards and signs..	2,580 00	
Telegraph lines..	1,295 30	
Ballast and ballasting..	49,034 03	
Water stations..	609 12	
Rails..	21,085 34	
Track fastenings..	3,548 41	
Frogs and switches..	432 40	
Station buildings and fixtures..	55,110 28	
Shops, roundhouses and turntables..	31,206 28	
Shop machinery and tools..	10,224 45	
Fuel stations..	31,558 66	
Yards and terminals..	14 05	
Bridges, trestles and culverts..	178,904 71	
Operation..	16,794 75	
Time cheques..	60 00	
Contract reserve..	83,691 64	
	<hr/>	<hr/>
	\$ 769,375 52	\$ 6,361 98
Less credit..	6,361 98	
	<hr/>	
Total..	\$ 763,013 54	

E. L. PARENT,
Accountant.

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

DISTRICT "D."

	Dr.	Cr.
Supplies..	\$ 5,011 86	
Camp outfit..		\$ 18 45
General expenses..	15,758 52	
Freight and express..	2,584 96	
Engineering..	33,455 17	
Insurance..	471 58	
Grading..	545,578 82	
Clearing..	2,662 11	
Grubbing..	1,175 10	
Overhaul..	54,436 35	
Ties..	12,279 25	
Tracklaying and surfacing..	3,831 02	
Crossings, cattle-guards and signs..	840 00	
Telegraph lines..	8,015 13	
Ballast and ballasting..	65,062 47	
Water stations..	15,010 41	
Rails..		1,209 85
Track fastenings..		5,595 17
Frogs and switches..		291 40
Right of way and station grounds..	28 19	
Station buildings and fixtures..	35,130 11	
Miscellaneous structures..	2,725 00	
Shops, roundhouses and turntables..	14,285 39	
Shop machinery and tools..	7,650 01	
Fuel stations..	1,570 83	
Yards and terminals..		668 66
Bridges, trestles and culverts..	56,561 05	
Revenue during construction..		381 75
Operation..	61,954 49	
Time cheques..	11 95	
Contract reserve..	50,974 14	
Furniture..		46 00
Re-tieing and replacement..	4,789 41	
	\$1,001,853 32	\$ 8,211 28
Less credit..	8,211 28	
Total..	\$ 993,642 04	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the fiscal year ended March 31, 1915

DISTRICT "E."

	Dr.	Cr.
Supplies.. \$	5,725 04	
General expenses..	4,723 03	
Freight and express..	1,145 08	
Engineering..	34,566 26	
Insurance..	1,976 44	
Grading..	806,381 29	
Clearing..	4,142 75	
Grubbing..	957 93	
Overhaul..	13,246 85	
Ties..	35,292 93	
Tracklaying and surfacing..	5,229 75	
Crossings, cattle-guards and signs..	1,236 00	
Telegraph lines..	23,654 52	
Ballast and ballasting..	123,634 23	
Water stations..	68,226 36	
Rails..	53,415 71	
Track fastenings..	5,104 67	
Frogs and switches..	598 88	
Station buildings and fixtures..	28,256 25	
Miscellaneous structures..	1,276 00	
Shops, roundhouses and turntables..	34,347 26	
Shop machinery and tools..	24,215 08	
Fuel stations..	665 90	
Yards and terminals..	6,888 90	
Bridges, trestles and culverts..	47,425 37	
Revenue during construction..		\$ 178 12
Time cheques..	174 04	
Contract reserve..	258,643 50	
	<hr/>	
	\$ 1,591,150 02	\$ 178 12
Less credit..	178 12	
	<hr/>	
Total..	\$ 1,590,971 90	

E. L. PARENT,
Accountant.

STATEMENT of Expenditure for the fiscal year ended March 31, 1915.

DISTRICT "F."

	Dr.	Cr.
Legal expenses..	\$ 136 65	
Supplies..	788 07	
General expenses..	11,133 15	
Freight and express..		\$ 1,127 73
Engineering..	16,050 69	
Insurance..	8,275 66	
Grading..		13,544 67
Clearing..		1,325 00
Grubbing..		91 12
Overhaul..	3,306 19	
Ties..		21,703 40
Tracklaying and surfacing..		262 98
Fencing right of way..		2,100 00
Crossings, cattle-guards and signs..		26 00
Tunnels..		482 49
Telegraph lines..		50 00
Interlocking and signals..	6,700 00	
Ballast and ballasting..	31,428 49	
Water stations..		17,056 27
Rails..	1,494 02	
Track fastenings..	6,782 83	
Frogs and switches..		344 28
Right of way and station grounds..	242,001 02	
Station buildings and fixtures..		31,650 70
Miscellaneous structures..	7,535 98	
Shops, roundhouses and turntables..	161,624 65	
Shop machinery and tools..	42,554 92	
Fuel stations..	19,372 70	
Yards and terminals..	251 71	
Bridges, trestles and culverts..	28,043 60	
Operation..	332 28	
Time cheques..	366 20	
Contract reserve..	160,274 12	
Furniture..		101 88
Rent, Winnipeg terminals..	24,062 50	
Interest, Winnipeg terminals..	13,387 84	
	\$ 785,903 27	\$ 89,866 52
Less credit..	89,866 52	
Total..	\$ 696,036 75	

E. L. PARENT,
Accountant.

STATEMENT of Liabilities on March 31, 1915.

Ten per cent reserved on contracts:—

District "A"..	\$ 12,469 14	
" "B"..	149,720 51	
" "C"..	139,522 52	
" "D"..	38,488 09	
" "E"..	82,155 19	
" "F"..	50,121 37	
		\$ 472,476 82
Outstanding time cheques..		509 01
Outstanding wages and accounts payable..		271 88
Total..		\$ 473,257 71

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

CHEQUES ISSUED.

	Contracts.	Accounts payable.	Pay rolls.
	\$ cts.	\$ cts.	\$ cts.
Year 1904-05		385,445 79	428,225 66
" 1905-06	51,239 08	714,771 65	761,942 45
" 1906-07	3,993,640 06	954,692 38	646,924 55
" 1907-08	15,637,591 05	2,346,786 77	1,002,535 82
" 1908-09	21,129,957 36	2,627,644 48	1,215,423 52
" 1909-10	16,694,267 68	2,174,880 67	1,202,445 12
" 1910-11	18,678,176 31	3,700,007 96	1,187,151 09
" 1911-12	15,115,638 77	5,031,187 29	1,059,630 64
" 1912-13	10,679,342 09	2,210,270 41	924,777 13
" 1913-14	8,083,579 13	4,065,374 73	676,766 87
" 1914-15	5,522,575 29	4,030,613 43	412,708 30
Total	115,586,006 82	28,241,675 56	9,518,531 15

SUMMARY.

Cheques issued for contracts.. .. .	\$115,586,006 82
" " accounts payable.. .. .	28,241,675 56
" " pay rolls.. .. .	9,518,531 15
	\$153,346,213 53
Less amount deposited to credit of Receiver General.. .. .	918,248 70
	\$152,427,964 83
Special item paid by the Finance Department in 1905, for surveys made by the Grand Trunk Pacific Railway Company, east of Winnipeg.. .. .	352,191 73
	\$152,780,156 56
Cost of operation, District "A," for the year 1912-13... ..	22,589 21
Total.. .. .	\$152,802,745 77

E. L. PARENT,
Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

From September, 1904, to June 30, 1905 (including amount paid by the Finance Department to the Grand Trunk Pacific Railway Company, for surveys, east of Winnipeg, taken over by the Commissioners, viz., \$352,191.73)	\$ 1,130,555 36
For the year ended June 30, 1906.. .. .	1,479,071 77
For the nine months ended March 31, 1907.. .. .	5,537,867 50
For the year ended March 31, 1908.. .. .	18,910,449 41
" " " March 31, 1909.. .. .	24,892,772 98
" " " March 31, 1910.. .. .	19,968,126 86
" " " March 31, 1911.. .. .	23,487,853 73
" " " March 31, 1912.. .. .	21,110,993 90
" " " March 31, 1913.. .. .	13,729,461 44
" " " March 31, 1914.. .. .	12,684,663 16
" " " March 31, 1915.. .. .	9,848,340 45
	\$152,780,156 56
Cost of operation, District "A," for the year 1912-13... ..	22,589 21
Total.. .. .	\$152,802,745 77

E. L. PARENT,
Accountant.

6 GEORGE V, A. 1916

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

Headquarters..	\$	1,986,944	52
Location—District "A"	\$	304,367	85
" " "B"		569,488	50
" " "C"		529,261	81
" " "D"		446,018	32
" " "E"		257,543	94
" " "F"		836,648	43
			2,943,328 85
Construction—District "A"	\$	17,855,382	22
" " "B"		53,302,694	64
" " "C"		7,030,039	71
" " "D"		17,329,669	60
" " "E"		11,512,972	35
" " "F"		39,788,223	26
			146,818,981 78
Transport—District "B"		92,698	10
" " "C"		330,642	92
" " "D"		294,163	01
" " "E"		213,935	89
" " "F"		99,461	49
			1,030,901 41
			\$152,780,156 56
Cost of operation, District "A," for the year 1912-13			22,589 21
Total			\$152,802,745 77

E. L. PARENT,
Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

HEADQUARTERS.

	DR.	CR.
Commissioners' department..	\$ 222,105 60	
Accounting department..	177,760 40	
Engineering department..	567,208 56	
Purchasing department..	121,274 81	
Car Empire..	38,779 39	
Car Transcona..	23,246 52	
Supplies and stationery..	50,215 81	
Furniture..	24,700 85	
Freight and express..	14,844 28	
Telegraph and telephone..	28,681 15	
Rent and taxes..	115,288 40	
Insurance..	18,073 39	
Travelling expenses..	57,034 33	
General expenses..	423,252 79	
Right-of-way and station grounds..	15,880 33	
Outstanding wages and accounts payable..		\$271 88
Legal expenses..	69,773 30	
Transport..	6,482 15	
Medical service..	6,613 39	
Per diem charges..	95	
Interim account..	6,000 00	
	\$1,987,216 40	\$271 88
Less credit..	271 88	
Total..	\$1,986,944 52	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

DISTRICT "A."

	Dr.	Cr.
Legal expenses...	\$ 2,421 84	
Supplies...	122,816 07	
Camp outfit...	10,517 59	
General expenses...	215,531 01	
Freight and express...	11,814 46	
Medical service...	804 03	
Engineering...	1,004,483 75	
Insurance...	6,284 65	
Grading...	7,585,612 26	
Clearing...	158,641 83	
Grubbing...	100,186 90	
Overhaul...	659,809 84	
Ties...	474,132 58	
Track laying and surfacing...	165,843 86	
Fencing right-of-way...	130,331 78	
Crossings, cattle-guards and signs...	24,566 62	
Tunnels...	51,150 71	
Telegraph lines...	74,836 65	
Interlocking and signals...	21,272 25	
Ballast and ballasting...	532,233 78	
Water stations...	167,319 79	
Rails...	1,490,691 70	
Track fastenings...	226,927 60	
Frogs and switches...	37,649 29	
Right of way and station grounds...	571,037 26	
Station buildings and fixtures...	181,889 52	
Miscellaneous structures...	33,679 97	
Shops, roundhouses and turntables...	280,256 95	
Shop machinery and tools...	98,755 17	
Fuel stations...	61,057 44	
Yards and terminals...	92,765 34	
Bridges, trestles and culverts...	3,573,845 37	
Revenue during construction...		\$ 406 38
Contract reserve...		12,469 14
Furniture...	3,457 73	
	<hr/>	<hr/>
	\$18,172,625 59	\$12,875 52
Less credit...	12,875 52	
	<hr/>	
	\$18,159,750 07	
Cost of operation for the year 1912-13...	22,589 21	
	<hr/>	
Total...	\$18,182,339 28	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

DISTRICT "C."

	DR.	CR.
Legal expenses..	\$ 291 73	
Supplies..	140,856 12	
Camp outfit..	30,649 43	
General expenses	57,427 71	
Freight and express..	17,626 24	
Medical service..	3,351 71	
Engineering..	903,722 57	
Insurance	657 81	
Transport..	330,642 92	
Grading..	2,829,481 07	
Clearing..	175,889 50	
Grubbing..	103,991 96	
Overhaul..	142,983 43	
Ties..	247,638 92	
Track laying and surfacing..	107,416 05	
Crossings, cattle-guards and signs..	2,580 00	
Telegraph lines..	38,324 45	
Ballast and ballasting..	187,939 14	
Water stations..	37,006 67	
Rails..	458,787 60	
Track fastenings..	60,817 78	
Frogs and switches..	6,845 42	
Station buildings and fixtures..	135,098 52	
Miscellaneous structures..	22,717 84	
Shops, roundhouses and turntables..	88,210 37	
Shop machinery and tools	11,286 03	
Fuel stations..	33,546 29	
Yards and terminals..	1,104 44	
Bridges, trestles and culverts..	1,834,549 43	
Operation..	16,794 75	
Time cheques		\$ 19 57
Contract reserve..		139,522 52
Furniture..	1,250 63	
	<hr/>	<hr/>
	\$8,029,486 53	\$139,542 09
Less credit..	139,542 09	
	<hr/>	
Total..	\$7,889,944 44	

E. L. PARENT,
Accountant.

6 GEORGE V, A. 1916

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

DISTRICT "D."

	DR.	CR.
Legal expenses..	\$ 87 50	
Supplies..	186,892 07	
Camp outfit..	40,303 79	
General expenses..	197,050 68	
Freight and express..	26,904 30	
Medical service..	6,405 74	
Engineering..	1,135,901 42	
Insurance..	4,967 30	
Transport..	294,163 01	
Grading..	7,066,656 97	
Clearing..	323,374 20	
Grubbing..	239,487 15	
Overhaul..	364,889 08	
Ties..	641,057 21	
Track laying and surfacing..	181,794 87	
Crossings, cattle-guards and signs..	2,300 75	
Tunnels..	4,985 13	
Telegraph lines..	75,157 67	
Interlocking and signals..	2,969 97	
Ballast and ballasting..	563,082 64	
Water stations..	101,561 52	
Rails..	2,119,952 75	
Track fastenings..	323,440 58	
Frogs and switches..	46,012 76	
Right-of-way and station grounds..	4,811 57	
Station buildings and fixtures..	257,790 63	
Miscellaneous structures...	46,253 17	
Shops, roundhouses and turntables..	219,785 02	
Shop machinery and tools..	57,191 71	
Fuel stations..	55,982 26	
Yards and terminals..	66,499 54	
Bridges, trestles and culverts..	3,291,401 51	
Revenue during construction..		\$ 706 52
Operation..	152,282 36	
Time cheques..		115 72
Contract reserve..		38,488 09
Furniture..	2,975 02	
Re-tying and replacement..	4,789 41	
	\$18,109,161 26	\$39,310 33
Less credit..	39,310 33	
Total..	\$18,069,850 93	

E. L. PARENT,
Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

DISTRICT "E."

	DR.	CR.
Supplies..	\$ 97,649 04	
Camp outfit..	14,092 12	
General expenses..	71,687 67	
Freight and express..	16,054 07	
Medical service..	2,629 31	
Engineering..	662,111 25	
Insurance..	3,355 02	
Transport..	213,935 89	
Grading..	5,657,794 91	
Clearing..	221,555 91	
Grubbing..	154,657 01	
Overhaul..	126,806 48	
Ties..	429,824 44	
Track laying and surfacing..	129,374 65	
Crossings, cattle-guards and signs..	1,236 00	
Tunnels..	2,094 00	
Telegraph lines..	44,529 36	
Ballast and ballasting..	391,618 69	
Water stations..	155,767 97	
Rails..	1,108,510 29	
Track fastenings..	151,882 33	
Frogs and switches..	19,427 82	
Right-of-way and station grounds..	345 11	
Station buildings and fixtures..	216,716 47	
Miscellaneous structures..	56,203 41	
Shops, roundhouses and turntables..	213,586 66	
Shop machinery and tools,.	44,895 62	
Fuel stations..	40,872 30	
Yards and terminals..	9,070 39	
Bridges, trestles and culverts..	1,798,322 26	
Revenue during construction..		\$ 272 47
Operation..	9,613 39	
Time cheques..		88 62
Contract reserve..		82,155 19
Furniture..	748 62	
	\$12,066,968 46	\$82,516 28
Less credit..	82,516 28	
Total..	\$11,984,452 18	

E. L. PARENT,
Accountant.

6 GEORGE V, A. 1916

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

DISTRICT "F."

	DR.	CR.
Legal expenses..	\$ 2,170 93	
Supplies..	324,038 64	
Camp outfit..	30,689 95	
General expenses..	315,520 80	
Freight and express..	41,725 97	
Medical service..	2,827 02	
Engineering..	1,615,097 61	
Insurance..	23,115 51	
Transport..	99,461 49	
Grading..	20,780,894 82	
Clearing..	357,459 96	
Grubbing..	71,350 77	
Overhaul..	529,490 87	
Ties..	1,007,364 63	
Track laying and surfacing..	265,129 63	
Fencing right-of-way..	41,348 74	
Crossings, cattle-guards and signs..	3,821 94	
Tunnels..	195,190 97	
Telegraph lines..	103,007 63	
Interlocking and signals..	20,892 03	
Ballast and ballasting..	704,059 44	
Water stations..	348,272 79	
Rails..	2,486,596 74	
Track fastenings..	415,783 87	
Frogs and switches..	88,163 39	
Right-of-way and station grounds..	1,158,755 40	
Station buildings and fixtures..	304,816 85	
Miscellaneous structures..	127,734 30	
Shops, roundhouses and turntables..	3,457,484 84	
Shop machinery and tools..	1,306,369 75	
Fuel stations..	87,793 73	
Yards and terminals..	227,977 37	
Bridges, trestles and culverts..	3,503,137 16	
Operation..	15,419 06	
Time cheques..		\$ 204 00
Contract reserve..		50,121 37
Furniture..	2,946 08	
Rent, Winnipeg terminals..	216,562 50	
Interest, Winnipeg terminals..	139,993 64	
	\$40,422,466 82	\$50,325 37
Less credit..	50,325 37	
Total..	\$40,372,141 45	

E. L. PARENT,
Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1915.

RECAPITULATION.

	DR.	CR.
Legal expenses..	\$ 5,660 53	
Supplies...	1,211,620 62	
Camp outfit..	176,571 42	
General expenses..	1,260,597 27	
Freight and express..	168,311 33	
Medical service..	18,451 87	
Engineering..	7,432,753 31	
Special item paid in year 1905 by Finance Department, for surveys made by the Grand Trunk Pacific Rail- way Company, east of Winnipeg..	352,191 73	
Insurance..	42,996 10	
Grading..	69,701,827 06	
Clearing...	1,649,036 29	
Grubbing..	793,982 68	
Overhaul..	2,555,460 61	
Ties..	3,964,989 35	
Track laying and surfacing..	1,400,172 57	
Fencing right-of-way..	412,296 25	
Crossings, cattle-guards and signs..	106,185 70	
Tunnels..	328,091 19	
Telegraph lines..	481,859 98	
Interlocking and signals...	75,976 80	
Ballast and ballasting..	3,331,327 96	
Water stations..	1,170,570 10	
Rails...	11,117,388 08	
Track fastenings...	1,745,715 87	
Frogs and switches..	287,947 24	
Right-of-way and station grounds..	2,919,448 96	
Station buildings and fixtures..	1,688,314 48	
Miscellaneous structures...	355,818 87	
Shops, roundhouses and turntables..	4,779,344 69	
Shop machinery and tools.....	1,670,449 41	
Fuel stations..	374,442 09	
Yards and terminals..	2,347,230 07	
Joint terminals in Quebec..	377,650 36	
Floating equipment..	596,258 75	
Docks and wharves..	287,529 49	
Bridges, trestles and culverts..	21,976,825 13	
Revenue during construction..		\$10,136 30
Operation..	236,609 56	
Time cheques..		509 01
Furniture..	24,732 99	
Re-tieing and replacement	311,902 89	
Leonard shops..	1,270,419 66	
St. Malo Line...	39,914 55	
Quebec bridge approaches	832,845 81	
Car ferry "Leonard" expenses..	7,156 95	
Rent, Winnipeg terminals..	216,562 50	
Interest, Winnipeg terminals	139,993 64	
	<hr/>	
	\$150,245,432 76	\$10,645 31
Less credit..	10,645 31	
	<hr/>	
	\$150,234,787 45	
Less contract reserve...	472,476 82	
	<hr/>	
	\$149,762,310 63	
Headquarters..	1,986,944 52	
Transport..	1,030,901 41	
	<hr/>	
	\$152,780,156 56	
Cost of operation, District "A," for the year 1912-13.	22,589 21	
	<hr/>	
Total...	\$152,802,745 77	

E. L. PARENT,
Accountant.

